

IT'S YOUR NICKEL. WATCH IT WORK.

The nickel projects address the most congested areas of I-405. Additional funding resources will be considered to complete the overall long-range plan. In 2004, voters may be asked to endorse additional funding for a portion of the remaining program through the three-county Regional Transportation Investment District (RTID).

I-405 is the second-most traveled corridor in Washington State, carrying nearly 800,000 people each day. It is an economic lifeline for the state, carrying over twice the number of goods shipped through the Port of Seattle. The I-405 Master Plan includes transit and roadway projects that will reduce highway congestion while carrying more people, taking pressure off clogged neighborhood and arterial streets.

Major steps forward for I-405 program

Design of nickel projects launched, environmental assessments begin

Last year, the Washington State Legislature approved a statewide transportation funding plan called the “nickel package,” which includes \$485 million to relieve congestion at three critical I-405 traffic hotspots in Kirkland, Renton and Bellevue.

Benefits of the Kirkland, Renton and Bellevue “nickel projects” are to:

- Improve safety
- Improve the worst congestion choke points along I-405 corridor
- Increase travel speeds in Kirkland, Renton and Bellevue during peak commuter hours
- Remove the “Wilburton Weave” chokepoint in Bellevue
- Curb the “Kirkland Crawl”
- Facilitate freight movement throughout the corridor
- Implement meaningful environmental improvements
- Provide an economic benefit return of three to ten times the investment costs through reduced travel time, increased freight speeds, and improved safety.

The nickel projects are the first step of a long-range mobility strategy called the I-405 Master Plan. The Plan is shaped by a partnership between WSDOT, the cities and counties along the corridor, and regional and federal transportation and transit agencies. The improvement program balances highway, transit and arterial projects to offer a range of mobility options for travelers and freight movement on the I-405 corridor. The phasing and funding of the I-405 Master Plan is illustrated on the following pages.

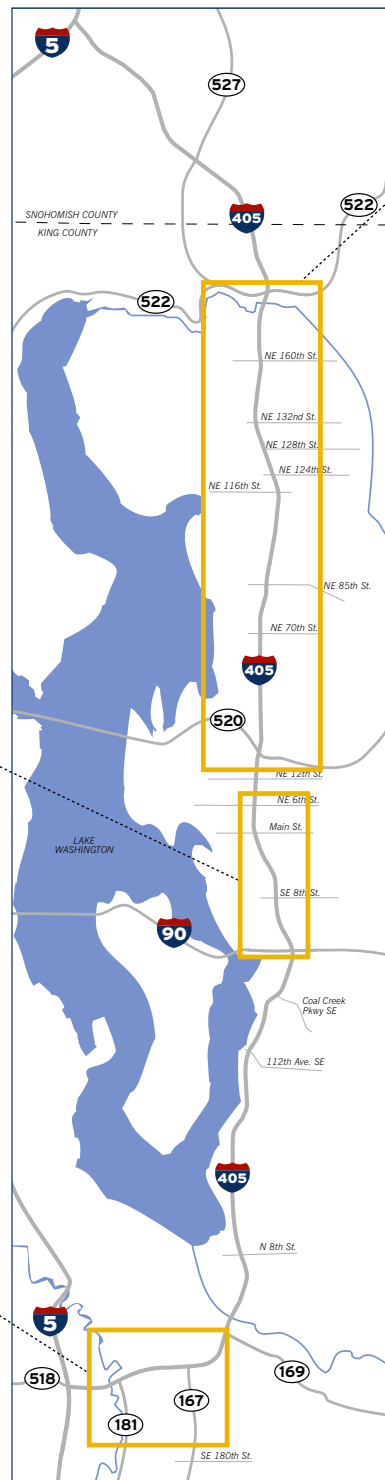




Progress Report

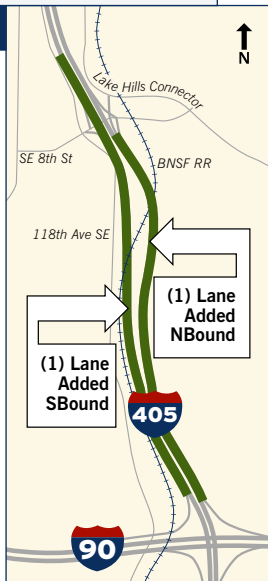
Congestion Relief & Bus Rapid Transit Projects

Phase I: Nickel Projects



Bellevue I-90 – Downtown Bellevue

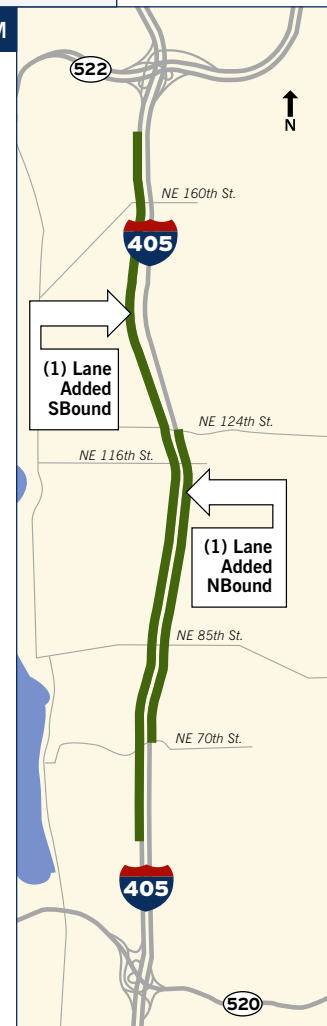
\$185 M



Kirkland

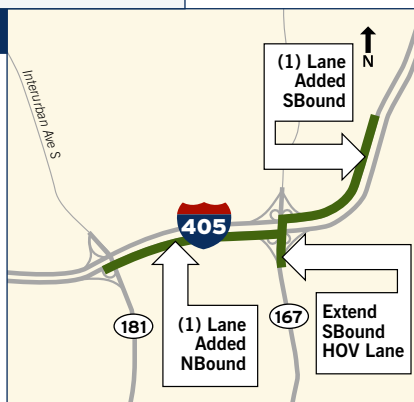
SR 520 – SR 522

\$164 M



Renton I-405/SR 167 Interchange

\$136 M



The 2003 Nickel Funding Package funds the improvements shown for Kirkland, Renton and Bellevue. These three projects are currently being designed.

I-405 Timeline

1999–2002

I-405 Corridor EIS Adopted, Master Plan Established

October 2002

I-405 FEIS completed, Federal Record of Decision signed

May 2003

Legislature Passes "Nickel Projects"

September 2003

N. Renton Environmental Scoping Meeting

January 2004

Kirkland Environmental Scoping Meeting

Summer 2004

Nickel Project Design Hearing

Implementation Plan

The Implementation Plan represents projects that could be built over the next 10 to 15 years, if major transportation funding decisions occur in 2004.

This plan may be partially funded through the Regional Transportation Investment District (RTID). In addition to RTID funding, the implementation plan may seek funding from state and federal resources, and a future phase of Sound Transit.

Features:

- Provides continuous multi-modal corridor improvement from I-5 in Tukwila to SR 522 in Bothell
- Adds one lane each direction from I-5 to SR 181 in Tukwila
- Adds two lanes each direction from SR 181 in Tukwila to I-90
- Adds one lane each direction from I-90 in Bellevue to SR 522 in Bothell
- On SR 167, adds one lane each direction between I-405 and S. 180th Street
- Constructs Bus Rapid Transit line with stations, HOV direct access ramps, park and ride lots, and bus service
- Expands the vanpool program



Developed 10/03

Benefits

- 91,000 fewer hours people spend in congestion each day.
- 66,900 fewer hours vehicles spend in congestion each day.
- 4,700 fewer hours trucks spend in congestion each day.
- 36% increase in travel speeds.

How does WSDOT estimate project costs?

Each phase of I-405 construction is reviewed by CEVP,™ WSDOT's Cost Estimate Validation Process. WSDOT recently performed a CEVP update to assure WSDOT projects can be accomplished within the Legislature's 2003 Nickel Funding Package. The update also reviewed the current financial plans for improvements being considered by the Regional Transportation Investment District (RTID). WSDOT focused its 2003 CEVP efforts on major projects in King County, where the biggest challenges are expected in matching the state's transportation needs to available funding.

The CEVP on I-405's Phase I (nickel projects) shows that costs are likely to be on target or below the \$485 million budgeted. An additional CEVP on the I-405 corridor's Implementation Plan indicates a project cost between \$4.2–\$5.1 billion.

2004	November 2004	Winter 2005	Spring 2005	Fall 2006	Spring 2007	2011
ts ngs	Potential RTID Public Vote	South Renton/ Tukwila & Bellevue Environmental Scoping Meetings	Implementation Plan Design Initiated if RTID passes	First Nickel Project Contract Awarded	First Nickel Construction Activities Begin	Last Nickel Project Complete

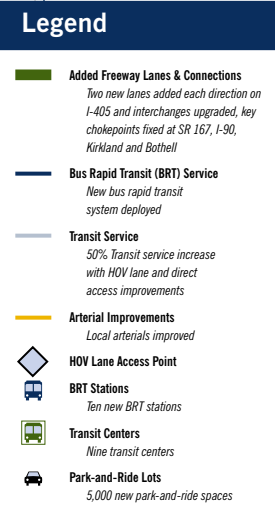
Master Plan

The I-405 Master Plan will ultimately:

- Add up to 2 lanes in each direction on I-405
- Develop a Bus Rapid Transit line with stations along I-405 and expanded transit centers
- Improve key arterials
- Accommodate an additional 110,000 trips per day in the corridor
- Reduce time stuck in traffic by over 13 million hours per year – an average of over 40 hours per regular user annually
- Produce travel time savings valued at \$569 million each year
- Save \$42 million each year in decreased traffic accidents
- Create 1,700 new vanpools – a 100% increase
- Increase local transit service by up to 50% within the study area
- Build 5,000 new park and ride spaces
- Create eight new pedestrian/ bicycle crossings over I-405
- Enhance freight mobility with better interchanges, travel time reduction, and updated technologies
- Provide much needed economic benefits for Washington State: For each \$1 million spent on new construction, an additional 30 jobs are created



The I-405 Master Plan—developed through an extensive public involvement process with an Environmental Impact Statement—reached a Federal Record of Decision in October 2002. The Master Plan is a 20+ year vision of multi-modal improvements to the freeway, transit system and arterials along the I-405 corridor, stretching from Tukwila to Lynnwood.



Project-Level Design and Environmental Review Begins

With the passage of a Nickel Funding Package, the I-405 project is moving forward to review and implement the nickel projects. Environmental teams of professionals are in the field, conducting site-specific environmental reviews consistent with the corridor environmental impact statement (EIS).

Site-specific NEPA and SEPA environmental analyses are being prepared along the I-405 corridor as required by the National and State Environmental Policy Acts. In addition to these analyses, the I-405 project team is preparing discipline reports to examine specific environmental issues, biological assessments under the Endangered Species Act, early environmental investments, and a corridor-wide environmental program.

To expedite the environmental process and improve its value to the public, the I-405 project team has designed these environmental analyses to examine related projects together within logical geographic limits. For example, while the environmental team is preparing environmental documents for the nickel projects, they are assessing other affected resources in the same area so that future planned improvement projects can get started earlier. This is just one example of how the I-405 project team has organized its efforts to deliver the greatest, most efficient, and long-term benefits. Read the enclosed sheet to find out more about innovative approaches being taken by the I-405 environmental team.

We want to hear from you!

Call us if you have questions. Sign up for regular updates or if you would like to know about ways to get involved.

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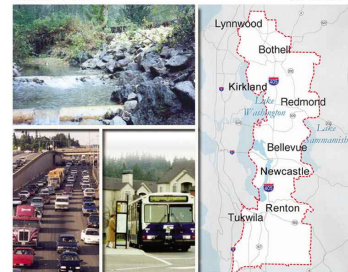
I-405 Corridor Program

NEPA/SEPA

Final Environmental Impact Statement and
Final Preliminary Section 4(f) Evaluation

Volume 1 of 3

June 2002



U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

King County Department of
TRANSPORTATION

Washington State
Department of Transportation

SOUND TRANSIT
The Central Puget Sound
Regional Transit Authority

*The I-405 final EIS states,
“Subsequent NEPA and SEPA
environmental analysis,
documentation, and review will enable
decisions to be made regarding site-
specific, project-level details on
alignments, high-capacity transit
technology, project impacts, costs,
and mitigation measures.”*



Progress Report

Congestion Relief & Bus Rapid Transit Projects

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I-405 Design Refinements Environmental Scoping Meetings

Upcoming Scoping Meetings

Kirkland	January 27, 2004
S. Renton	early 2005
Bellevue	early 2005

The design refinement scoping meeting is an open house setting to give the community an opportunity to provide input into what gets studied in the environmental documents that will examine potential effects of the I-405 transportation improvements. Project team members will review the likely environmental effects associated with proposed road improvements in the corridor, and specific project elements for the geographic areas noted here.

The I-405 environmental team is assessing corridor environmental impacts for projects (including the “nickel projects”) identified in the I-405 Corridor Master Plan described inside this brochure. The Master Plan was endorsed in the I-405 Programmatic Environmental Impact Statement (EIS) and Record of Decision in October, 2002.

Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Ben Brown at WSDOT, 206.440.4528, usually two weeks before the meeting date. Persons who are deaf or hard-of-hearing may call Washington State Telecommunications Relay Service (TTY) at 711, Tele-Braille at 1.800.833.6385, Voice at 1.800.833.6384, or Spanish TTY at 1.800.833.6399 and ask to be connected to the event sponsor’s phone number.

Title VI Notice to Public: WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For information on the Department’s Title VI Program, please contact the Title VI Coordinator at 360.705.7098.

How does the I-405 Implementation Plan complement ongoing Metro and Sound Transit Improvements along the Corridor?

The I-405 Program is about improving people's ability to get from place to place. More than 150 different projects—including general purpose, freight, and high occupancy vehicle (HOV) lane improvements, new Park and Ride lots, and additional van and buses will accommodate users' choices, regardless of their preferred mode.

HOV Lane Improvements

With 60 miles of HOV lanes already in use, I-405 offers carpools, vanpools and transit buses a less congested option northbound and southbound the entire length of the corridor. During peak periods, HOV lanes carry up to half the people on I-405. The Implementation Plan brings new access ramps to those HOV lanes, so travelers don't have to weave through lanes of traffic to exit the highway. Improvements: a new freeway to freeway HOV ramp to connect the SR 167 HOV lane to the north on I-405, In-line transit stations at 112th Ave. SE in Bellevue, NE 85th St. in Kirkland and Brickyard near Bothell. Sound Transit has several Direct Access projects funded in the I-405 corridor, including the Totem Lake Freeway Station at NE 128th St., Bellevue at NE 6th St. and N 8th St. near Renton/Boeing.

Park and Ride Capacity Increases

Along I-405, there are nine Park and Ride lots, and many other lots that are accessible to the corridor. The I-405 Implementation Plan provides for 2,350 additional Park and Ride spaces to encourage transit and carpool riders.

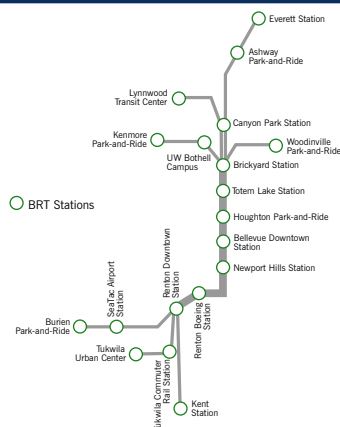
Transportation Demand Management (TDM)

Carpools, vanpools, commute trip reduction, telecommuting, outreach programs, leased Park and Ride spaces—all of these transportation enhancements are encompassed in Washington State's TDM program — one of the strongest in the U.S. In fact, 80% of HOV lane users on I-405 are carpools and vanpools.

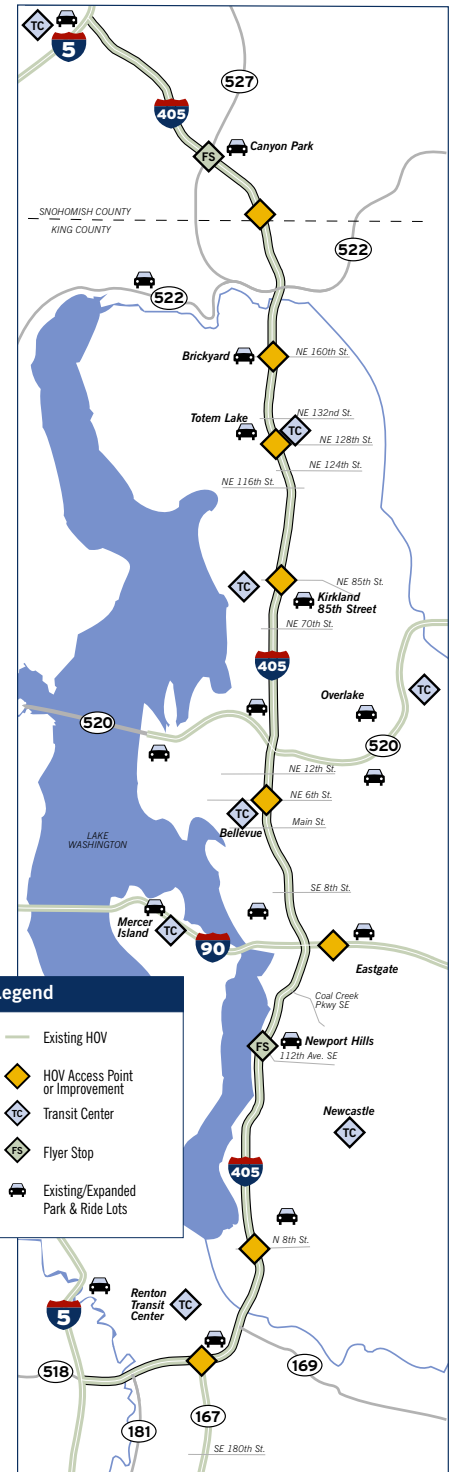
Transit Improvements

A number of transit improvements will take shape in the Implementation Plan — these include transit stations and coaches that will complement current services as well as develop the BRT line.

Bus Rapid Transit (BRT) Line



Improvements planned for the Implementation Plan phase of I-405, are to develop a new BRT line that will eventually run in the HOV lanes along the entire length of I-405. Connections to other transit routes will occur at stations along the corridor, most of which will allow passengers to get on and off without the BRT coach ever leaving the freeway.



WSDOT, Sound Transit, King County Metro and Community Transit are working on integrated transit improvement projects up and down I-405. These projects are designed to work together enhancing I-405 as a multimodal corridor.

What Environmental Benefits will I-405 Improvements Provide?



Engineered Flow Control

Example: stormwater detention pond



Restoring Natural Flow Control

Example: wetlands restoration

Watershed-Based Planning

Building new lanes on I-405 will create additional surface water runoff that must be captured and cleaned. In the past, stormwater detention ponds, such as the one pictured on the left, have been used. Stormwater detention ponds capture and store water runoff before it reaches a stream system. While methods like this manage water quality and quantity, they are expensive to build, focus on minimizing negative impacts, and provide only the minimal required benefits.

A better potential solution is to create a wetlands restoration site, pictured to the right. Capturing surface water upstream from the highway and detaining it in a more natural environment focuses on maximizing positive impacts to the watershed and can achieve additional environmental benefits at the same or less cost. WSDOT is employing this new approach on a variety of highway projects throughout the State.

Benefits:

- Targets environmental improvement investments to those areas that will have the greatest long-term environmental benefit (vs. providing short-term spot treatments)
- Addresses how the watershed is functioning as a whole, rather than looking solely at the impact site and making minor improvements
- Provides opportunities to restore natural processes, making the watershed more biologically productive and reducing long-term maintenance costs around streams and wetlands
- Uses resources more efficiently. The I-405 project team is conducting cost-benefit analyses on conventional vs. alternative mitigation options
- Costs less in challenging topography, such as steep slopes, high groundwater or wetlands

WSDOT is currently working on project-level environmental assessments to ensure that the project will avoid or compensate for environmental impacts. If you'd like to learn more, or be part of this process, please consider attending a scoping meeting in your area (www.wsdot.wa.gov/projects/i-405).

New Methods

New watershed characterization methods integrate the mitigation of wetland, riparian, floodplain, and stormwater impacts by restoring the landscape's capacity to provide necessary functions, while increasing the environmental benefits.

Early Environmental Investments

As part of WSDOT's environmental commitment, the environmental team continues to investigate opportunities for early environmental investments along the corridor. The team is currently working with jurisdictions to identify sites that have potential for early development of mitigation projects that will offer the most environmental benefit for the dollar.

